



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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## SPECIAL EDITION



### A SPECIAL MESSAGE FROM STANDARD-TRIUMPH

Since the TSOA began operations in the United States, there have always been the questions: "When will a new model come out?", or "When will the present car be modified?" First, these questions were answered with the TR-3, then with the TR-3A. Now, after years of eager anticipation, the final answer has arrived. The Triumph TR-4 sports car is now rolling off the production lines and will be at your dealers in the late fall. In the pages of this issue you will find all the details which are now available on this remarkable new car. Now, as an introduction, here is a special message to TSOA members from Standard-Triumph.

"In the following pages, you will be introduced, in advance of the public announcement in this country, to the finest sports car yet produced by our company, the Triumph TR-4. As the TR-2 and TR-3 did in their introduction, the TR-4 sets a new standard of performance and quality in its class.

In every sense, the TR-4 is a sports car . . . in every sense it is a comfortable, all-purpose car. It is the car that you have asked for. The exciting new body lines proclaim power and performance. From the forward-hinged, safety hood to the squared-off useful trunk, this is a machine of good breeding, a true example of the excellence of Triumph design and engineering.

Everywhere you look, the TR-4 supplies answers to your requests and dreams. The side-curtains have been replaced with smooth-acting roll-up windows. Extra displacement and horsepower are under the hood. The same superb disc brakes are at the front, now joined by a precise rack-and-pinion steering unit. Handy to the driver's reach is the familiar, stubby gear shift lever but now it controls a gearbox with synchromesh on all four forward speeds. Each detail is carefully planned. There is even a fresh-air heater and individually controlled fresh-air ducts on the dash panel.

We are confident that the TR-4 is bound for new records on the track, in rallies and other sports car events. Once again, Triumph has produced a package of power, handling, comfort and utility unequalled by any other car.

These new features are planned for you. As a matter of fact, most of them were requested by you and the rest of the 60,000 TR-3 drivers in the United States. We are proud to offer the TR-4 as the culmination of years of testing and development, aimed at producing the ideal dual-purpose sports car."

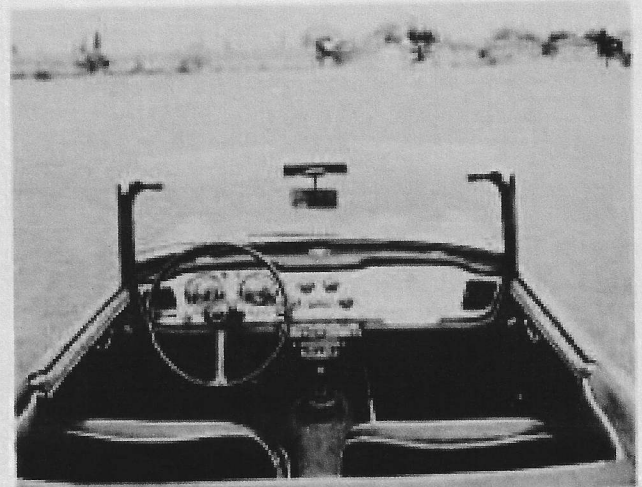
There is very little we can add to the above. But, take it from your editor, if you think the pictures are good, wait until you see the car itself! There has never been a Triumph like the TR-4 and never a sports car like it anywhere!



The bold styling of the TR-4 convertible has been carefully developed to show a family resemblance to the TR-3. Here you see the handsome appearance of the new body and the deeply curved windshield. The doors retain the exciting cutaway appearance while incorporating roll-up windows. The smart new fenders bolt on for easy repair. See the small photo for the smooth appearance of the car with the top up.



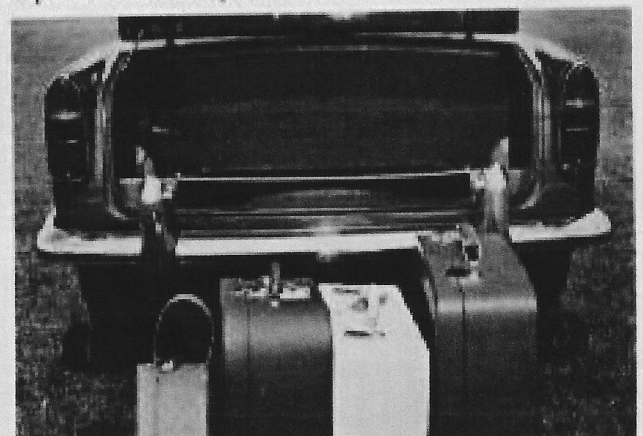
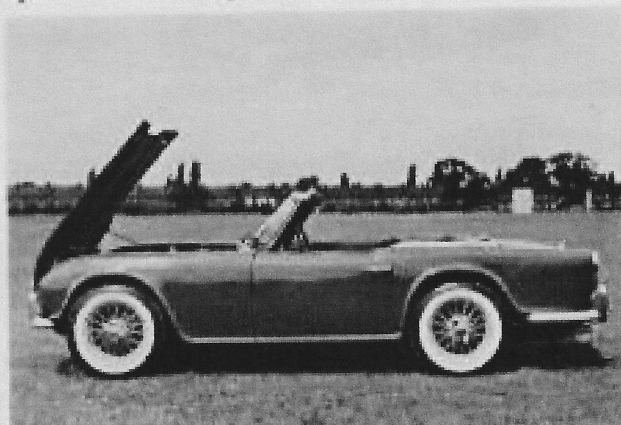
The TR-4's wide-track look is very evident here. Built to handle with the best, the TR-4 has a solid, ground-hugging look that will attract enthusiasts in droves. Wrap-around bumpers grace front and rear.

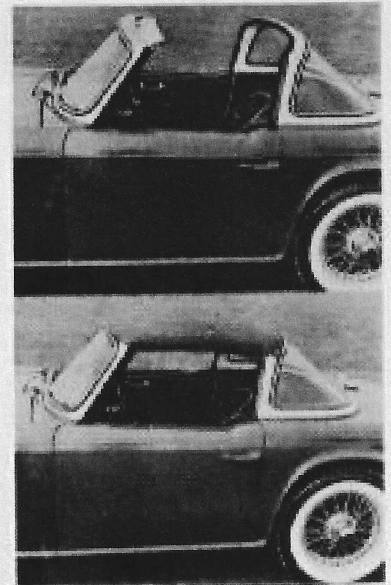


Plenty of material here to attract the enthusiast. The seats are the same orthopedically designed buckets that make the TR-3 so comfortable. Interior improvements include a new dash with central ash tray.

The side view of the TR-4 illustrates the clean appearance of the new body. An important new feature is the forward-hinged safety hood which opens a full 90 degrees for easy engine access.

Touring in the TR-4 is easy. The new box-shaped trunk holds plenty of luggage and the interior space is even more spacious than in the TR-3. Note the separate fire compartment.





Companion to the convertible is the TR-4 Hard-top. A full wrap-around rear window is a feature. The top itself is the most refreshing new design idea of the year. The forward section is easily removable, giving a draft-free, open-car effect. An easily-erected soft-top is available for sudden showers (see small photos). This model is ideal for those who do not favor convertibles for year-round use, yet like open air motoring in good weather.

## SPECIFICATIONS

### General Dimensions

Length	13 ft.
Width	4 ft. 9½ in.
Height (Top up)	4 ft. 2 in.
(Top of windshield)	3 ft. 10 in.
(Top down, windshield removed)	3 ft. 4 in.
Weight (Dry)	2128 lbs.
Incl. tools, fuel, water	2240 lbs.
Wheelbase	7 ft. 4 in.

Track	Front	Rear
Disc Wheels	49 in.	48 in.
Wire Wheels	50 in.	49 in.

Ground Clearance	6 in.
Turning Circle	33 ft.

### Capacities

Fuel Tank	14.10 U.S. Gallons
Engine Sump	13.2 U.S. Pints
Gearbox	1.8 U.S. Pints
With Overdrive	4.2 U.S. Pints
Rear Axle	1.8 U.S. Pints
Cooling System	16.3 U.S. Pints

### Luggage Trunk

Opening	39 in. x 23 in.
Capacity	5.5 cu. ft.
Tire Size	5:90 x 15 in.

### Engine

Four-cylinder, overhead valve unit displacing 2138 cc (130.5 cu. in.). Maximum Brake HP,

105 @ 4750 rpm. Maximum torque 1540 lb. in. @ 3350 rpm. Firing order, 1-3-4-2. Piston speed, 2850 ft. per min. @ 4800 rpm (equivalent to 100 mph in top gear). Compression ratio 9 to 1. Bore, 86 mm, stroke, 92 mm.

*Features:* Replaceable cylinder sleeves, split-skirt aluminum alloy pistons, twin S.U. Carburetors, one-piece crankshaft running in lead-indium bearings, high capacity oil pump, 4-blade fan.

### Chassis Specifications

Gear	Top	3rd	2nd	1st	Rev.
Gearbox Ratios	1.00	1.325	2.01	3.139	3.223
Overall Ratios	3.7	4.9	7.44	11.61	11.93

Synchromesh on all forward speeds. Overdrive optional on 2nd, 3rd and top. Rear axle ratio 3.7 to 1.

*Features:* Short, rigid driveshaft with needle bearing universal joints; hypoid rear axle gears, semi-floating axle shafts, tapered roller bearings throughout; independent front suspension by coil springs and telescopic shock absorbers, semi-elliptic rear springs with piston type shock absorbers; Girling caliper disc brakes at the front, leading and trailing shoe drum brakes at the rear, hydraulically operated; mechanical hand brake; channel steel frame with rigid X member, rack and pinion steering, 12 volt battery.

### Acceleration

Gear	Speed	Time
Top	20-40 mph	7½ secs.
	30-50	7¼
Through Gears	0-50	7¼
	0-60	11
Standing ¼ Mile		17¼

Maximum speeds in gears: 1st — 30; 2nd — 50; 3rd — 75; 4th — 110

### General Equipment

Front-hinged, safety hood, wrap-around bumpers front and rear, roll-up windows; detachable windshield. Individually adjustable leather-covered bucket seats. Locking glove box, generous space behind seats, capacious trunk. 5 in. speedometer/odometer, 5 in. tachometer, ammeter, fuel, temperature and oil pressure gauges, warning lights for generator and turning signal, variable dash illumination. Key-turn starter, self-cancelling turn signals, manual choke, padded passenger grab handle. Full carpets. Ash tray in center of dash.

Separate parking and turn signal lights, twin sealed-beam headlights, center-mounted license plate

light, twin horns, vinyl-impregnated canvas top with wrap-around rear window, self-parking electric windshield wipers, complete tool kit.

### Optional Equipment

Detachable hard top, soft top kit (for hard top model), overdrive, 4.1 rear axle ratio (with overdrive only), wire wheels, Dunlop Roadspeed tires, Michelin X Tires, tonneau cover, heater, windshield washer, occasional rear seat.

### Optional Competition Equipment

Racing aero screens, cast aluminum engine sump, competition front springs, competition rear shocks.

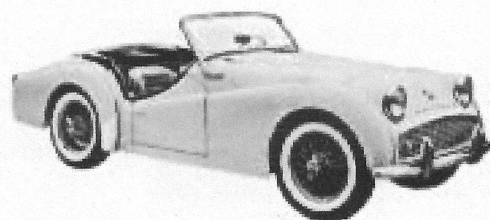
### Color and Upholstery Combinations

Exterior Color	Interior Color
Spa White	Red, Black, Blue
Signal Red or Black	Red, Black
Powder Blue	Blue
Cream or British Racing Green	Red, Black

Soft Top and Tonneau: Black or White except Black only with Cream exterior.

### MAJOR NEW FEATURES OF THE TR-4

1. Completely new body with longer, lower, wider looks.
2. Roll-up windows for complete weather protection.
3. Synchronesh on all four forward speeds for driving ease.
4. Rack and pinion steering for precise handling.
5. Wider track to aid ride and improve handling.
6. Safety padded dash and passenger grab handle.
7. Safety forward-hinged hood.
8. Safety telescopic steering column.
9. Safety belt attachment points provided.
10. Larger displacement for more performance, no loss of economy.
11. Wrap-around bumpers, front and rear.
12. Key-turn starter.
13. Enlarged luggage capacity.
14. Ash tray in center of dash.
15. Individual, dial-controlled, fresh air inlets in dash.



Well, after reading through the above features what do you think? We know that you are all anxious to get to your dealer and write out the check for your new car. However, the race to your local dealership will do you no good, at least right now it won't. Standard-Triumph informs us that

the new 4's will not be available until late November, so keep your shirt on. However, if you are interested, the 1962 TR-3's are now on sale and there is no waiting list. Remember the TR-4 is an addition to the Triumph line, not a replacement.

## CLUB NEWS T.O.C.C.

The third meeting of the Connecticut TSOA proved to be exciting in every respect. The newly formed club's recent meeting boasted of an overwhelming attendance of over fifty enthusiastic new members and got the final details taken care of with an election of officers and acceptance of the by-laws and constitution.

The election saw the original organizer, Bill Bartlett take the driver's seat when he was unanimously elected President. Incidentally, Bill is the proprietor of Cheshire Motors, authorized Triumph dealer, and an active sports car enthusiast. Other officers elected were W. R. Emerson of New Haven, Vice-President, Wes Dornan of Plainville, Secretary, and C. B. Vandersloot of Cheshire, Treasurer.

Further details were ironed out with the election of a board of directors to oversee the club's activities. Board members elected were: George Zurles, of New Britain, Jack Sutherland of Hartford, Skip Jenkins of Greenwich and Syl Ciraulo, of West Hartford.

Dues were set at \$7.00 per year for members who now belong to TSOA. For those who are not members there is an additional \$3.00 charge.

The new officers and members have gone ahead with an active schedule of events for the future. Plans are underway for a Service Week-end on September 16 and 17. During this time authorized Triumph service representatives from Boston will be on hand for consultations. Also on the agenda for the coming fall season is a tour to the national races at Watkins Glen, New York and participation in the "British Inter-Marque Trophy Day."

It certainly looks as though the Triumph Owners Club of Connecticut is on its way to being one of the more active organizations. Keep up the good work group!

## Detroit TSOA

During the past few months TSOA headquarters has had some difficulty in locating members and officers of the Detroit TSOA. Well, the search has ended. Out of the "clear-blue" and into TSOA headquarters in New York came Dick Benson, Membership Chairman, with up-to-date information on the Detroit group.

It seems as though the Detroit group is in good hands at the Central Zone in Detroit, for it is there, at 8811 E. Jefferson, that they hold their monthly meetings.

With an event being held each month, the Detroit group is kept active throughout the entire top-down season. They are also anxious to acquire any new members who might be interested. For enthusiasts who would like further information about the Detroit TSOA, particulars are available from Dick Benson, 1616 Poplar, Royal Oak, Michigan. He can also be reached by phoning Lincoln 6-5468.

## Rochester, N. Y. TSOA

After going through the August issue of the Triumph Tracker it was observed that a stock Chevrolet took first place overall in the Rochester club's Russian Roulette Rally. What gives group? How could "you all" give way to a Detroit monster so easily? Shame! Shame!

## Triumph Travelers

The Triumph Travelers of Los Altos, California recently adjourned from a monthly meeting to try their hand at Karting. The group took over the entire track and thus turned their monthly meeting into something more than a mere business session. When the evening entertainment was over the thrills that had been encountered were nothing less than spectacular . . . those wearing racing coveralls ended up in last place and Jim Vargiu who came in first in the first and last heats ended up with his right arm in a cast. Quite an eventful evening to say the least!

## Kansas City TSOA

The newly formed Kansas City TSOA held its first rally at Thousand Hills State Park near Kirksville, Missouri. The rally consisted of a long drive over some of the worst roads in the country. This introduction rally ended with picnicking, swimming, boating and loads of fun for everyone. Think you might like to join in the fun? All TR owners in the Kansas City area are cordially invited to join in the activity at the next Kansas City TSOA meeting.

## New Jersey TSOA

National headquarters would like, at this time, to express our appreciation to the New Jersey newsletter, Triumph Trivia for the use of their material in this issue of the newsletter. It seems as though the "Trivia's" articles are getting better every issue. Keep up the grand job Jack!

## LISCA AND BAMA PRESENT 'A DAY OF FUN'

By now most members of TSOA in the New York area have been notified of the British Inter-Marque Trophy Day. However, for those individuals who might not have received the information and for those who will be in the area on September 24 we are presenting the following itinerary:



THE LONG ISLAND SPORTS CAR ASSOCIATION, Inc.  
presents



"BRITISH INTER-MARQUE TROPHY DAY"  
with

THE BRITISH AUTOMOBILE MANUFACTURERS ASSOCIATION

**When:** Sunday, September 24, 1971

**Where:** Roosevelt Raceway, Westbury, Long Island, N. Y.

**Time:** Registration from 8:00 A.M. (including technical inspection)  
First car off at 10:01 A.M.

**Who:** For cars of all ages of BRITISH MANUFACTURE ONLY

1. Owners of English cars only (over)
2. Tri-O-Rama  
a) Greenhills  
b) Accelerator Run  
c) Regulator Run

(Driver in this event must qualify in all three sections. Two runs in each section with best time earning overall trophy win.)

3. Special Greenhills Event

**FEE:** Owners of English 11.00  
Tri-O-Rama 11.00 (per car per driver)  
Special Greenhills Event 15.00 (per car per driver)  
ALL FEES TO BE PAID AT GATE AFTER TECHNICAL INSPECTION

### REGULATIONS

1. Seat belts are mandatory in all cars entered in Tri-O-Rama but not in Special Greenhills Event.
2. Entries must be of British manufacture only.
3. All drivers must be over 21 years of age.
4. The Regulator is optional.

## 'THE CASE OF THE TROUBLED TR' OR . . . GOOD MAINTENANCE PAYS

Ed Van had a problem! It all started when he and one of those big, bad Detroit monsters had a disagreement in a parking lot. The TR came out the loser, requiring body work and miscellaneous repairs.

Ed faithfully sought estimates from various foreign car dealers and submitted them to his insurance company. He had intended to approach a very reliable foreign car garage, but was discouraged by his insurance adjuster who said, "They'll charge an arm and a leg!" Upon receiving the check from the insurance company, Ed made an appointment with a local dealer and brought the TR in for its face-lifting. Several days later, the TR was once again sitting outside the Van residence, resplendent in its new coat of green paint. Ed and his wife then decided to visit friends. The TR was humming smoothly along — until he stopped for a traffic light, that is. At that point the lights flickered. The same thing happened at the next light, and the next, and the next, until finally the lights went out altogether, but went back on as soon as Ed stepped on the gas.

"Something must be wrong," said Ed. "What makes you think so?" asked his wife.

However, this was not the least of the TR's problems. Approaching cars were driving the Vans crazy by continually dimming and brightening their headlights. The Vans would do the same, until they realized these were not sports cars signaling "hello," but very angry Detroit cars. After deciding that perhaps the wires were crossed in the headlights so that the low beams were actually on when the red light indicated the bright beams were on, the Van Vliets simply turned on their "high" beams when another car approached — with the same results — the approaching cars were still angry.

Back into the garage went the TR, and after a \$15 bill for a new voltage regulator, the TR went for another evening spin — this time to an executive meeting. The entire executive board was entertained at the conclusion of the meeting by the talented Van Triumph which winked and blinked its headlights. Obviously, there was still something wrong.

As we said, Ed Van had a problem. It's solved now, thanks to a friend, who discovered that the garage, when replacing the dented fender, wired the lights wrong, so that one high beam was on continuously. When the indicator read that the low beams were on, the situation was reversed. That took care of the blinking of other cars, but the dimming of the Vans' lights still remained a problem. After discovering a loose wire connected to the new voltage regulator, and a loose connection in the wiring of the ammeter, the TR now has brightly shining head-lamps at all times.

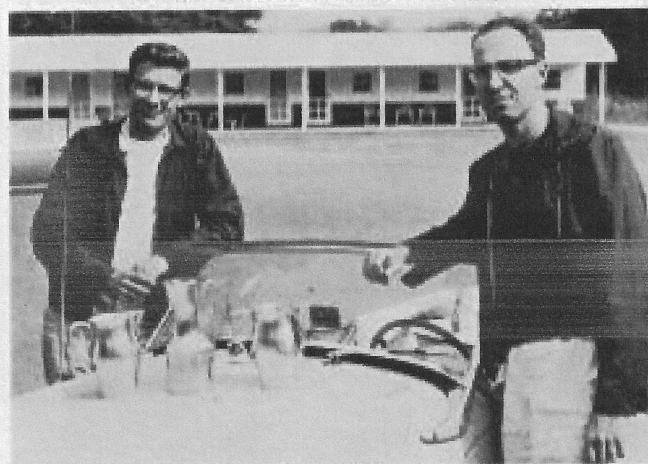
Ed is now firmly convinced that the lowest bidder doesn't necessarily do the best work. He feels that if he had spent a little more money to have the car repaired at a reputable shop in the first place, he wouldn't have had all the trouble with mixed-up wiring. Not only was this a nuisance to him, but a dangerous hazard on the road. We've got good cars — but they have to have good maintenance to work properly.

*(Taken From 'Triumph Trivia')*

### Answers to Last Month's Quiz

1-D, 2-O, 3-E, 4-I, 5-L, 6-J, 7-K, 8-F, 9-M, 10-N, 11-B, 12-H, 13-G, 14-C, 15-A

## NIGHT OWL WINNERS . . .



The annual Night Owl Rally held by the Long Island Sports Car Club has long been one of the most popular events of the season and this year's rally was no exception. Even more interesting to TR owners was the fact that this year's overall winner was a Triumph TR-3. Bringing home the bacon was driver Jim Locke of Astoria, N. Y., ably assisted by his navigator Chris Stephens of Woodside, N. Y. Good show boys!

### NEWS COVERAGE

In the past TSOA headquarters has received some very valuable news items. Unfortunately these items have been received too late for publication. To help club secretaries in their quest for adequate coverage in the newsletter, we would like to make it known that all news items should be in our hands at least thirty days in advance of our deadline. Therefore, if an event is being held on the fifteenth of the month, we need the information at least forty days in advance, since our deadline is the fifth of the month. In such a situation we would need the information by the fifth of the preceding month.

### CLASSIFIED

**FOR SALE:** Two bucket seats from 1959 TR-3, black with white trim, used 11,000 miles. Contact: D. M. Tenenbaum, 4405 Surita Street, Sacramento 26, California.

**FOR SALE:** Rear seat for TR-3, black with white trim, very good condition. Make offer! Contact: W. D. Lundy, 1747 Springbrook Road, Walnut Creek (near Oakland), California.

### TSOA SUPERMARKET

TSOA Neckties	\$3.50
TSOA Handbook	\$1.00
"Please Don't Dent Me" cards	\$1.00/100
TR-2-TR-3 Service Manual	\$10.00
Herald Service Manual	\$2.75
Local TSOA Club "Calling Cards"	FREE
Girdling brochure on care of disc brakes and hydraulic system	FREE
List of Triumph Dealers and Distributors	FREE
STAA Badge	\$1.50
Replacement TSOA Badge	\$1.00
Owner's manual (as issued with new car)	\$1.25
Standard Triumph Review Subscription	\$2.50/year
Competition Preparation Bulletin	FREE

Send Check or Money Order. No C.O.D.'s please.

*The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 170, Radio City Station, New York 19, New York. TSOA is a national organization of American sports car enthusiasts who own a Triumph Sports Car (TR-2, TR-3, Herald Sports Coupe or Convertible) or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.*